

**IN THE CLAIMS:**

1. (Currently Amended) A pneumatic tire comprising

a tread portion,

a pair of sidewall portions, and

a pair of bead portions, each said bead portion having a bottom face and an axially outer side face which contact with a bead seat and a flange of a standard wheel rim, respectively, when the tire is mounted on the wheel rim,

said flange having a radially inner flat portion substantially parallel with an equatorial plane of the tire and a radially outer curved portion extending radially outwards from the radially outer end of said radially inner flat portion while inclining axially outwards,

~~in a meridian section of the tire~~, said axially outer side face comprising a radially inner part ~~accommodated to~~ for contacting with said radially inner flat portion of the rim flange, and a radially outer part ~~accommodated to~~ for contacting with said radially outer curved portion of the rim flange, wherein

said axially outer side face is provided with a profile such that, in a meridian section of the tire, when a bead width  $wa$   $Wa$  of the tire is adjusted to a rim width  $wr$   $Wr$  of the wheel rim without being mounted on the wheel rim, the radially inner part is a substantially straight line parallel with the equatorial plane of the tire, and the radially outer part is (A) a substantially straight line or (B) a convex line or (C) a concave line having a radius of curvature of not less than 300 mm, and

the radially outer part extends radially outwards from the radially outer end of the radially inner part while inclining axially outwards, and

a height of the boundary between the radially outer part and the radially inner part is in a range of from 0.6 to 1.2 times a height of the boundary between the radially outer curved portion and the radially inner flat portion of the rim flange.

2. (Original) The pneumatic tire according to claim 1, wherein the inclination angle ( $\theta$ ) of the radially outer part at the radially inner end thereof is in a range of from 10 to 20 degrees with respect to the tire equatorial plane.

3. (Currently Amended) The pneumatic tire according to claim 1, which further the tire comprises a carcass extending between the bead portions, and wherein the height (hb) of the radially outer end of the radially outer part is in a range of 0.35 to 0.45 times the height H of the maximum section width position of the carcass under the normally inflated unloaded condition of the tire.

4. (Original) The pneumatic tire according to claim 1, wherein the height (hb) of the radially outer end of the radially outer part is more than the height of the rim flange.

5. (Previously Presented) The pneumatic tire according to claim 1, wherein the tire comprises a carcass extending between the bead portion, and the height (ha) of the radially inner end of the radially outer part is in a range of from 0.15 to 0.25 times the height H of the maximum section width position of the carcass under the normally inflated unloaded condition of the tire.

6. (Cancelled)

7. (Currently Amended) The pneumatic tire according to claim [[6]] 1, wherein the height  $hc$  is 9 mm.

8. (Original) The pneumatic tire according to claim 1, wherein the tire aspect ratio is not more than 55%.

9. (New) A combination of a wheel rim and a pneumatic tire mounted thereon, the pneumatic tire comprising  
a tread portion,  
a pair of sidewall portions and  
a pair of bead portions,  
the wheel rim comprising a pair of bead seats for the bead portions of the tire, and a flange extending radially outwardly from each said bead seat, the flange having a radially inner flat portion and a radially outer curved portion extending radially outwardly from the radially outer end of the radially inner flat portion,  
each said bead portion having a bottom face and an axially outer side face which contact with the bead seat and the flange, respectively, when the tire is mounted on the wheel rim, said axially outer side face comprising a radially inner part for contacting with the radially inner flat portion of the flange, and a radially outer part for contacting with the radially outer curved portion of the flange, wherein said axially outer side face of each said tire bead portion is provided with a profile such that, in a meridian section of the tire, when a bead width  $Wa$  of the

tire is adjusted to a rim width  $Wr$  of the wheel rim without being mounted on the wheel rim, the radially inner part is a substantially straight line parallel with the equatorial plane of the tire, and the radially outer part is (A) a substantially straight line or (B) a convex line or (c) a concave line having a radius of curvature of not less than 300 mm, and the radially outer part extends radially outwards from the radially outer end of the radially inner part while inclining axially outwards, and

a height of the boundary between the radially outer part and the radially inner part is in a range of from 0.6 to 1.2 times a height of the boundary between the radially outer curved portion and the radially inner flat portion of the rim flange.

10. (New) The combination according to claim 9, wherein the inclination angle ( $\theta$ ) of the radially outer part at the radially inner end thereof is in a range of from 10 to 20 degrees with respect to the tire equatorial plane.